

Why Every Taxpayer in Tulsa County Should Vote For the BRIDGE BOND ISSUE

Because

In addition to various other reasons it will result in untold benefits for every resident in Tulsa County. It will encourage the building of interurban lines—thereby increasing the volume of taxable property in Tulsa County, which will go far toward paying for the bridge itself, and will at the same time reduce the present taxation. AN IMMEDIATE NECESSITY.

Two Bridges—Bond Issue \$200,000.00—New Concrete Bridge at Tulsa—Reconstruction of Present Steel Bridge at Sand Springs

All Qualified Electors Entitled to Vote

Election April 12th, 1915

Bridge Committee
G. E. McCullough
E. W. Sinclair
R. H. Kemp

Eugene Lorton
William Stryker
W. T. Brady

H. O. McClure
S. R. Lewis

April 3, 1915.

Mr. G. R. McCullough,
Chairman Tulsa Commercial Club Improvement Committee.
Dear Sir:

Considering the Bridge Bond Question on which a vote is soon to be taken in Tulsa County, I have given the matter considerable thought, and from the Secretary of the Commercial Club, have obtained the facts and figures herein stated. The question being: Shall a SUBSTANTIAL BRIDGE be constructed, suitable for all kinds of travel, crossing the Arkansas River, at or near the City of Tulsa?

In the rapid growth of the Population and Traffic of both Tulsa County and the City of Tulsa, we have been compelled to accommodate ourselves to the use of Bridge facilities that are wholly insufficient for the Public's needs. As I understand it this Bond issue also provides means of MOVING AND ERECTING THE PRESENT BRIDGE AT SAND SPRINGS, WHERE A BRIDGE IS GREATLY NEEDED. It is therefore natural to assume that EVERY VOTER IN THE COUNTY UNDERSTANDS THE ABSOLUTE NECESSITY OF A NEW BRIDGE, of a standard and substantial character, and of space and strength sufficient to accommodate all classes of traffic and transportation.

I found upon investigation that such a bridge will cost not exceeding TWO HUNDRED THOUSAND DOLLARS (\$200,000.00) for which 5 per cent. Twenty-Year Bonds are to be voted. Figuring the cost on this basis, the first year's interest would be TEN THOUSAND DOLLARS (\$10,000.00) and the sinking fund to pay off the principal would be another TEN THOUSAND DOLLARS (\$10,000.00), making TWENTY THOUSAND DOLLARS (\$20,000.00) the first year and decreasing in amount each year thereafter until fully paid at the end of twenty years.

The character of bridge to be built will be as valuable at the end of twenty years as it would be at its completion, so that its usefulness will continue for many years after all indebtedness has been cleared away.

Since this bridge will be built for the benefit and use of the Taxpayers of Tulsa County, it naturally follows that the said Taxpayers will pay for this improvement.

Last year the total Taxable property of Tulsa County was FIFTY-THREE MILLION, NINE HUNDRED AND TWO THOUSAND SEVEN HUNDRED AND FORTY DOLLARS (\$53,927,470.00). Even if our taxable property should not increase, we may, of course, expect that it will. These bridge bonds, with principal and sinking fund, the first year would mean a taxation of less than four-tenths of one mill (less than 10¢ on each ONE THOUSAND DOLLARS (\$1,000.00)) of Taxable property in Tulsa County.

While I believe that every citizen of Tulsa County is proud of the wonderful growth of the City of Tulsa, as well as the entire COUNTY, and I also believe that every citizen of the entire county understands full well that THE VALUE OF PROPERTY IN THE ENTIRE COUNTY IS GREATLY INCREASED BY HAVING WITHIN ITS BOUNDARY ONE OF THE PRINCIPAL CITIES OF THE WHOLE STATE, it should be remembered that the City of Tulsa pays its full share of all improvements within the county, and therefore no voter in

the remotest part of Tulsa County should feel that the City of Tulsa is asking for more than its share of public improvements, or that it is paying less than its just proportion of the cost of all general improvements paid for out of county taxation.

To arrive at the true proportions regarding county taxation, let us consider the following facts and figures: While the proposed Bridge will be in or near the City of Tulsa, and therefore largely used by the people of that part of the county, let us look into the exact proportions of the entire taxation of the County, which different localities may pay on the total taxable value of Tulsa County, as previously said. Public Service Corporation should first be deducted. The taxable valuation of all public service corporations in Tulsa County is TWENTY-TWO MILLION SIX HUNDRED AND TEN THOUSAND TWO HUNDRED AND SEVENTY DOLLARS (\$22,610,270.00) which when deducted from the total taxable value of the County leaves the sum of THIRTY-ONE MILLION TWO HUNDRED AND NINETY-TWO THOUSAND FOUR HUNDRED AND SEVENTY DOLLARS (\$31,292,470.00) as the remaining taxable property in the entire County, including the City of Tulsa, but leaving out Railroads, Pipe lines, Telegraph lines, Street Car lines, and all other public service property. Of this THIRTY-ONE MILLION TWO HUNDRED AND NINETY-TWO THOUSAND FOUR HUNDRED AND SEVENTY DOLLARS (\$31,292,470.00) the City of Tulsa has EIGHTEEN MILLION SEVEN HUNDRED AND FIFTY-THREE THOUSAND SEVEN HUNDRED AND FIFTY DOLLARS (\$18,753,759.00) thus leaving the total taxable value of all Tulsa County outside of the City of Tulsa, TWELVE MILLION FIVE HUNDRED AND THIRTY-EIGHT THOUSAND SEVEN HUNDRED AND TWENTY DOLLARS (\$12,538,720.00). In other words for every dollar of taxes paid in Tulsa County, for County Expenses of all kinds, including the proposed Bridge and all other Bridges and County improvements, THE TAXPAYER OF THE CITY OF TULSA PAYS SIXTY CENTS AND THE TAXPAYER OF ALL THE BALANCE OF THE COUNTY PAYS FORTY CENTS.

In order to be fair with the City of Tulsa (and I firmly believe that the Taxpayers of the other parts of the county are disposed to be fair and friendly with Tulsa) each and every taxpayer should bear in mind that TULSA CITY TAXPAYERS PAY THE BIG END OF THE COUNTY IMPROVEMENTS, LIKEWISE COUNTY EXPENSES, and should therefore DEAL FAIRLY WITH THE CITY OF TULSA IN VOTING TO BRIDGE THE ARKANSAS RIVER, as proposed at the coming election, remembering that at the present tax values, out of the TWENTY THOUSAND DOLLARS (\$20,000.00) which represents the first year's interest and sinking fund, THE PUBLIC SERVICE CORPORATIONS MUST PAY ABOUT EIGHTH THOUSAND TWO HUNDRED DOLLARS (\$8,200.00)—THE TAXPAYERS OF THE CITY OF TULSA ABOUT SEVEN THOUSAND TWO HUNDRED DOLLARS (\$7,200.00) and the taxpayers of all the remainder of Tulsa County about FOUR THOUSAND SIX HUNDRED DOLLARS (\$4,600.00) and that each succeeding year the amount will be less until the bridge is finally paid for—and THE PEOPLE WILL STILL HAVE A FIRST-CLASS BRIDGE GOOD FOR MANY, MANY YEARS THEREAFTER.

As I understand it, these Bonds will provide a first-class Bridge of Concrete and Steel construction, probably the best in

the State (at least, Tulsa County with its magnificent industrial developments, NEEDS THE BEST BRIDGE IN THE STATE) it will have ample space for wagons, carriages, automobiles, etc., and will have enough space left for the use of Interurban and other car lines. The great convenience and economy to the public in Tulsa County in shipping their farm and garden produce to the city, and shipping their necessary supplies from the city to their farms, as well as the convenience and economy of passengers traveling all go to make the proposed bridge an immediate necessity.

This Bridge will encourage and make certain, the building of a North and South Interurban Line clear across Tulsa County, and start Tulsa as the future Interurban Center, then too, an interurban line built across Tulsa County (and even fifteen miles of such track in the County would mean a tax valuation of THREE HUNDRED THOUSAND DOLLARS (\$300,000.00 at a low estimate) would become a permanent taxpayer in Tulsa County HELPING TO BEAR THE BURDEN OF GENERAL TAXATION FOR ALL COUNTY PURPOSES AND TO THE EXTENT OF PAYING AN AMOUNT EACH YEAR WHICH WOULD GO FAR TOWARD PAYING A LARGE PART OF THE ENTIRE COST OF THE BRIDGE ITSELF by the time that the County would be called upon to pay these Bridge Bills—and of course, every sensible man knows full well that the addition of such Interurban Taxes would be only a small part of the property, that the Interurban Railroad construction would create. It would make Tulsa the center of Interurban lines extending throughout Tulsa County and into the adjoining counties, AND TULSA COUNTY WOULD SOON HAVE DOUBLE THE AMOUNT OF TAXABLE PROPERTY IT NOW HAS—and JUST REMEMBER, MR. TAX-PAYER OF TULSA COUNTY, THAT WHEN YOU INCREASE THE VOLUME OF TAXABLE PROPERTY, YOU REDUCE THE AMOUNT OF TAX MONEY YOU NOW PAY, and that the trifling sum in taxation that this Bridge will cost you, will be insignificant compared to the benefits you will derive from many sources, besides the use of the bridge—think what it will mean in the way of encouragement to develop industries and traffic, in addition to the building of Interurban lines, and the magnificent growth in the population and wealth in both Tulsa County and the City of Tulsa.

To the Voters in the more distant parts of Tulsa County—Remember this—BE FAIR WITH THE CITY OF TULSA, AND THEN WHEN YOU NEED COUNTY IMPROVEMENTS IT WILL BE THE DUTY OF THE CITY OF TULSA TO BE FAIR WITH YOU, AND TO PAY THE BIG END OF THE TAXES, just as it is doing today, and just as it will have to continue to do every year in the future.

THIS YEAR IS TULSA'S OPPORTUNITY YEAR—THE BALANCE OF THE WORLD IS EITHER AT WAR OR SUFFERING BUSINESS DEPRESSION—TULSA HAS PEACE AND CAPITAL—LET TULSA ATTRACT THE WORLD TO ITS PROGRESS AND RESOURCES—DO THINGS THAT WILL FILL THE DINNER-PAIL AND BUILD IMPROVEMENTS AND INDUSTRIES. THE BRIDGE STARTS THE BALL "ROLLING"—EVERY ONE OF US SHOULD VOTE AND WORK ON TULSA BRIDGE DAY.

(Signed) A. TULSA TAXPAYER.

Committee For City of Tulsa:

F. M. Wooden
O. D. Hunt
C. M. Downing
Carl Gregg
Thomas Quinn
H. C. Tyrrell
E. B. Cline
M. M. Doan
D. P. Connolly
Charles Page
W. N. Bohannon
W. A. Vandever
Simon Jankowsky
D. D. Wertzberger
J. W. Sloan
J. H. McEwen

Dan Hunt
Jack Bracker
C. A. Sanderson
M. F. Sinclair
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J. W. Sanders
J. E. Pitt
P. M. Galloway
John T. Kramer
J. W. Dickerson
J. H. Cole
George Schmidt
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J. E. Crosbie
Conn Linn
J. M. Critchfield
Hommer Preston
Glenn Braden
James McBurney
John Mitchell
Lee Clinton
T. J. Hartman
N. J. Galser
J. M. Hall
G. M. Litton
Fred Shaw
J. M. Berry
W. P. Moore

J. S. Cosden
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Case Maye
A. F. Ault
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James H. Sykes
C. B. Lynch
R. T. Daniel
C. P. Alexander
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L. D. Marr
John Clover
Lee Parent
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Max Madansky
Roy Getman
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I. G. Rosser
M. C. Hale
R. D. Epperson
Horace Johnson
Mark E. Carr
J. M. Gillette
W. M. McCullough
Dr. J. E. Webb
Dr. Ross Grosshart

Dr. F. S. Clinton
Dr. Mayginess
Ed Warren
L. J. Martin
J. W. Woodford
Dell Hughes
James Woolley
A. M. Welch
John O'Phan
James Brigassa
Frank Young
Officers of Local Unions in favor of Bridge.
L. R. Marston
U. G. Tuttle
O. D. Thomas

W. J. Dowell
G. B. Johnson
E. Bickers
E. W. Gambell
W. T. Dickson
Harry Murphy
L. C. Davis
L. C. Jollidion
Leviard Payne
J. W. Campbell
A. D. Young
H. O. Weare
Oral Harper
W. A. Freeman
A. E. Butler
S. E. Buttler

Skiatook
Frank Phillips
J. H. Craig
C. H. Cleveland
W. C. Rogers

Dawson
Alex Lewis
John Hedgecock
E. L. Morgan
Dr. Jacksonman

Collinsville
H. E. Ellingwood
Ed Carson

Turley
Penn Phillips
A. H. Collins
John Hatcher

Sperry
Ralph Davis
J. F. Tyner

Owasso
J. W. Beck
Joe Barnes
J. K. Hull

Bixby
C. White
J. B. Hall
J. B. Paulter
T. Gilcrease

Catoosa, R. R. No. 2
J. B. Mauldin
Jim Teut
R. H. Wright

Fry Postoffice
Broken Arrow
Howard Fry
T. J. Shrimp

Fisher
Monroe Neal
Joe Besi

Glenpool
M. T. Seif
Fred Markel

Scales, Tulsa
Postoffice
Delbert Johnson
John Calvert
Mark Goodman
Frank Hustedde

Sand Springs
John Hall
Lee Fitzhugh
Frank Gray
Charles Wickizer

Kendall
Fred W. Koplin
John Burrows
C. H. Nickelson
J. R. League
Dr. Hawley
Dan Pilcher

Bellevue,
Tulsa Postoffice
Gas Orcutt
Sam Adams
S. C. Maxey
Dave Holdbrook
Burt Woodward

Leonard
W. H. Wilcox
Joe Randolph

Wewoka
J. C. Clements
Harry Hall

Broken Arrow
K. M. Howe
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J. E. Wells
John Dillard
W. E. Wilson
E. M. Yates
George McKeahan

Red Fork
T. A. Henry
Bob Adkins
J. B. Thomas
Owen Bland Brown
Lincoln Pastoak

Committee For Outlying Districts: